

## OPERATION PULL OVER GRANT AGREEMENT 2002-2003

### Problem and Background Information:

#### Indiana Crash Data 1999

<b>Total Crashes</b>	217,109		<b>Alcohol-Related Crashes</b>	9,065	4.18%
Fatal Crashes	890	0.41%	Fatal Crashes	209	23.48%
Personal Injury Crashes	49,475	22.79%	Personal Injury Crashes	3,929	7.94%
Property Damage Crashes	166,734	76.80%	Property Damage Crashes	4,927	2.96%
Killed	1,019		Killed	237	23.26%
Injured	72,815		Injured	5,774	7.93%
Cost	\$ 2,726,256,821		Cost	\$ 322,837,809	11.84%

<b>Urban Crashes</b>	133,135	61.32%	<b>Alcohol-Related Crashes</b>	4,881	53.84%
Fatal Crashes	239	26.85%	Fatal Crashes	54	25.84%
Personal Injury Crashes	29,409	59.44%	Personal Injury Crashes	1,934	49.22%
Property Damage Crashes	103,477	62.06%	Property Damage Crashes	2,893	58.72%
Killed	258	25.32%	Killed	59	24.89%
Injured	42,482	58.34%	Injured	2,888	50.02%
Cost	\$ 1,348,808,105	49.47%	Cost	\$ 112,040,711	34.70%

<b>Rural Crashes</b>	83,974	38.68%	<b>Alcohol-Related Crashes</b>	4,184	46.16%
Fatal Crashes	651	73.15%	Fatal Crashes	155	74.16%
Personal Injury Crashes	20,066	40.56%	Personal Injury Crashes	1,995	50.78%
Property Damage Crashes	63,257	37.94%	Property Damage Crashes	2,034	41.28%
Killed	761	74.68%	Killed	178	75.11%
Injured	30,333	41.66%	Injured	2,886	49.98%
Cost	\$ 1,377,448,716	50.53%	Cost	\$ 210,797,098	65.30%

During 1999 Indiana recorded 217,109 total crashes, an increase of 599 from the previous year. Of these crashes 133,135 (61.32%) occurred in urban areas, while 83,974 (38.68%) were in rural areas. Personal injury and property damage crashes were consistent with this finding. Of all crashes, property damage crashes accounted for 166,734 (76.80%), personal injury 49,475 (22.79%), and fatal crashes 890 (0.41%). Alarmingly, 73.15% of the fatal crashes occurred in rural areas.

Alcohol-related crashes accounted for 9,065 (4.18%) of all crashes during 1999, down 443 from the previous year. Property damage alcohol crashes accounted for 4,927 or 2.96% of all property damage crashes; personal injury 3,929 (7.94%), and fatal crashes for 209 (23.48%). Clearly, fatal alcohol crashes accounted for a significantly higher percentage than other severity classes. In 1993, alcohol-related fatal crashes accounted for 25.4% of the total fatal crashes in the State; in 1994, alcohol-related fatal crashes declined to 23.3% of all fatal crashes, and in 1995, the percentage declined slightly to 23.2% of all fatal crashes. In 1996, alcohol-related fatal crashes increased to 24.0% of all fatal crashes, but during 1997, alcohol-related fatal crashes decreased to a 5-year low of 22.9% of all fatal crashes. In 1998, alcohol related crashes remained consistent with the 5-year trend with a percentage of 23.3%.

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The overall seat belt usage rate for all passenger vehicles (Passenger cars, minivans, and pickup trucks) increased in 1998 to 61.8% from 53.2% in 1997. Much of this increase can be attributed to the enactment of the primary seat belt law. However, usage rates in 1999 decreased to 57.3%. The court challenge and subsequent reversal may be a factor in the decreased rate. Statewide enforcement efforts in 2000 helped boost the overall usage rate to 62.1, a record high.

In an effort to save lives and reduce injuries as a result of traffic crashes, the Governor's Council on Impaired & Dangerous Driving will continue the Operation Pull Over combined campaign during the next year. The combined campaign will coordinate public information and enforcement of Indiana seat belt and impaired driving laws. It is estimated that the total dollar loss for crashes in the State of Indiana was \$2.7 billion in 1999, an increase of 18 million dollars from 1998.

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### Goals/Objectives

#### **FY 2000-2002**

Indiana has made significant progress in reducing the number of overall fatalities over the last several years. Between the years 1988 through 1998, traffic fatalities decreased 11%. The statistics for alcohol-related fatalities revealed that the overall rate decreased 32.6%, from 347 in 1988 to 234 in 1998. Further, the total number of alcohol-related crashes went down from 9,544 in 1997 to 9,508 in 1998. Similar reductions were noted for alcohol-related personal injury crashes, property damage crashes, and the number of injuries that resulted from alcohol-related crashes during 1998. In addition, between the years 1993-1998, the alcohol-related fatality rate per hundred million vehicle miles traveled (MVMT) decreased 13.2% while the overall fatality rate per MVMT during the same period decreased 5.4%. The MVMT rate is used to normalize, or apply, the fatality and injury data to the general population within the state. Thus, although the number of alcohol-related fatalities may have increased slightly over the previous year, Indiana's overall rate per licensed driver and vehicle miles traveled rate actually *decreased* for alcohol-related number of crashes, personal injury crashes, and number of injuries due to the increased number of drivers and the number of miles traveled on Indiana's roadways. Consequently, these statistical reductions reflect the saving of lives and diminished injury rates.

The Governor's Council has chosen the following highway safety indices to be used in fiscal years 2000-2005 in setting long-term projections and measuring the attainment of these projections:

- **Decrease the state fatality rate per 100 MVMT from a baseline of 1.5 in 1996, to 1.06 in the year 2002, and 0.92 in the year 2005 with progress demonstrated on an annual basis.**
- **Decrease the state personal injury rate per 100 MVMT from a baseline of 117 in 1996, to 103 in the year 2002, and 95.7 in the year 2005 with progress demonstrated on an annual basis.**
- **Decrease alcohol-related fatal crashes from a baseline of 0.32 per 100 MVMT in 1996 to 0.20 per 100 MVMT in the year 2002 to 0.167 per 100 MVMT in 2005 with progress demonstrated on an annual basis.**
- **Increase the observational seat belt usage rate in passenger cars and mini-vans from 63% (based upon previous weighting process) in 1997 to 73% (revised weighting process) in 1998, 85% by the year 2000, and 90% by the year 2005. To increase overall seat belt usage rate from 53.2% (including pickup trucks and sport utility vehicles) in 1997 to 65% in 1998, 85% by the year 2000, and 90% by the year 2005.**
- **Reduce the involvement rate in fatal crashes of the younger driver (age 16–19) from 0.79 fatal crashes per 1,000 licensed drivers (age 16–19) in 1996 to 0.644 in the year 2000, to 0.622 in the year 2002, and 0.592 in the year 2005 with progress demonstrated on an annual basis.**

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### Activities and Procedures

Through the acceptance of these grant funds our department agrees to follow the Operation Pull Over schedule and activities **by implementing all four campaigns** which will each be eight weeks in duration as set forth in this agreement.

All four campaigns will include the following six elements:

- data collection (observational seat belt pre-surveys) with a release of results to the media
- public information and education (disseminate local and Council materials)
- media event announcements (news conferences, radio, and news releases)
- traffic enforcement effort **(the Council strongly urges the use of seat belt enforcement zones)**
- data collection (observational seat belt post-surveys and enforcement data) with a release of results to the media
- report all blitz activity and enforcement to Council

### **Our departmental efforts will focus on the following:**

- **decrease overall crashes, fatalities and injuries**
- **increasing compliance with seat belt laws**
- **increasing compliance with child passenger safety laws**
- **decreasing impaired driving crashes, fatalities and injuries**
- **increasing compliance with impaired driving laws**

Funding for the Operation Pull Over Campaign may be used to pay for the hourly overtime rate of pay for officers conducting traffic enforcement on off-duty time and minimal administrative salary, with no more than 10% of the total to be used in the area of public information and education incentive materials.

### **Observational Surveys:**

Our department will conduct **5-10** observational seat belt surveys before each blitz and 5-10 surveys after each blitz, in the same locations and times as the pre-surveys. Pre-surveys will be conducted prior to program implementation and post-surveys conducted after the two-week enforcement period following the designated dates for conducting the surveys.

### **Public Information and Education:**

A public information and education campaign (PI&E) will be conducted by our department for a period of three weeks **in accordance with** the campaign schedule dates per blitz campaign. The public information and education campaign will be accomplished by disseminating materials and information to our community as provided from the Council. Additional efforts will be made through presentations and locally planned events to civic groups, schools, businesses, and others groups.

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### Media Event Announcement:

- Our department will at minimum issue **two** news releases per blitz campaign **in accordance with** the campaign schedule.
- Additional efforts will be made to conduct a media event/news conference and may include other law enforcement departments within our county in order to send a strong message to the public about increased enforcement of the occupant restraint laws and impaired driving.
- The first news release will announce that increased enforcement will take place which will focus on the combined issues of occupant restraints and impaired driving.
- The second news release will provide results of the increased enforcement (citations, seat belt enforcement zones sobriety checkpoints, etc.) as well as changes in seat belt usage.
- As indicated by the Council, a sample news release will be provided for this portion of the campaign.

### Enforcement:

In addition to our regular on-duty traffic enforcement, this grant will provide funding to our department to conduct overtime traffic enforcement during the scheduled **14-day** enforcement periods per blitz campaign. **Our department recognizes the preferred method of enforcement of passenger restraint laws is the use of seat belt enforcement zones.** Our department will place an increased emphasis on seat belt and child passenger safety enforcement during blitzes 33 and 35 (as indicated on page 10 of our budget summary) that coincide with national mobilization time periods.

**Our departmental efforts, with both enforcement and public awareness campaigns, will focus on the following:**

- **decrease overall crashes, fatalities and injuries**
- **increasing compliance with seat belt laws**
- **increasing compliance with child passenger safety laws**
- **decreasing impaired driving crashes, fatalities and injuries**
- **increasing compliance with impaired driving laws**

Our department agrees to meet the minimum of **3 contacts per hour** of funded overtime traffic enforcement (contacts are defined as **written warnings or citations** which occur as part of separate, unrelated motorist stops). *No written warnings in the area of occupant protection will be made on funded overtime traffic enforcement.* Our department agrees to meet the minimum of **1.5 occupant protection citations issued per hour**. Also, of all warnings and citations issued during a blitz, 20% will be in the area of occupant protection department wide; for funded overtime traffic enforcement, at least 67% of citations will be in the area of occupant protection (occupant protection citations are defined as violations for seat belt or child restraint). Impaired driving enforcement will maintain a

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ratio of **1 impaired driving arrest per eight hours** of traffic enforcement. For all other violations (speeding, improper turn, etc.), written citations are highly recommended during the increased enforcement period to receive the full impact of the program.

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Our department recognizes the need for officers to be properly trained. More specifically, officers being paid from the Operation Pull Over grant will be trained in the areas of Traffic Occupant Protection Strategies (TOPS) and Standardized Field Sobriety Testing (SFST). Any officer not currently trained in TOPS or SFST will have until the beginning of the enforcement period of Blitz 35 (May 18, 2003) to receive certification. No sobriety checkpoints will be conducted with Council funds until a representative from this agency has completed the Council sobriety checkpoint training dated on or after September 2002. As indicated by the Council, assistance is available for both types of training and may be scheduled through the Council.

***Our department will participate in all four blitz campaigns, which*** will be considered when planning for the distribution of funds from this grant (with an increased emphasis on seat belt and child restraint during blitzes 33 and 35). Our department understands grant funds will cover the costs of the overtime salary of traffic enforcement officers and minimal administrative costs. The overtime pay is in accordance with the department's overtime pay policy. Our department will cover the costs of any related fringe benefits, gasoline, mileage, equipment, etc.

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Below is the Operation Pull Over schedule, which is incorporated into our law enforcement grant application. Additional information about the schedule is referenced under Item N, grant regulations.

### OPERATION PULL OVER BLITZ SCHEDULE

#### BLITZ 33

Observational Seat Belt Survey	10-20 to 10-26-02
Public Information Awareness Campaign	10-27 to 11-16-02
Pre-Enforcement Media Event/Media Release	11-17 to 11-23-02
<b>Enforcement Period</b>	<b>11-24 to 12-07-02</b>
Observational Seat Belt Survey/Media Release	12-08 to 12-14-02
Activity Reporting to Council	12-15 to 12-21-02

#### BLITZ 34

Observational Seat Belt Survey	01-19 to 01-25-03
Public Information Awareness Campaign	01-26 to 02-15-03
Pre-Enforcement Media Event/Media Release	02-16 to 02-22-03
<b>Enforcement Period</b>	<b>02-23 to 03-08-03</b>
Observational Seat Belt Survey/Media Release	03-09 to 03-15-03
Activity Reporting to Council	03-16 to 03-22-03

#### BLITZ 35

Observational Seat Belt Survey	04-13 to 04-19-03
Public Information Awareness Campaign	04-20 to 05-10-03
Pre-Enforcement Media Event/Media Release	05-11 to 05-17-03
<b>Enforcement Period</b>	<b>05-18 to 05-31-03</b>
Observational Seat Belt Survey/Media Release	06-01 to 06-07-03
Activity Reporting to Council	06-08 to 06-14-03

#### BLITZ 36

Observational Seat Belt Survey	07-20 to 07-26-03
Public Information Awareness Campaign	07-27 to 08-16-03
Pre-Enforcement Media Event/Media Release	08-17 to 08-23-03
<b>Enforcement Period</b>	<b>08-24 to 09-06-03</b>
Observational Seat Belt Survey/Media Release	09-07 to 09-13-03
Activity Reporting to Council	09-14 to 09-20-03

**By signing the grant application I have agreed to comply with the terms and conditions as set forth in the Regulations Governing Highway Safety Project Grants outlined in this document.**



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### Reporting:

Operation Pull Over reporting will be required, showing **total departmental** activity (enforcement, public information, observational seat belt usage rates, and sobriety checkpoint information) for each blitz period. All forms provided by the Council in the grant agreement package will be utilized using the schedule set on page 8 of this agreement.

### Additional grant agreement requirements include:

- The Council **strongly recommends** the use of seat belt enforcement zones for the enforcement of passenger restraint laws;
- All participating officers must be trained in Traffic Occupant Protection Strategies (TOPS) by the first day of enforcement of Blitz 35 (May 18, 2003);
- All participating officers must be certified in NHTSA Standardized Field Sobriety Testing (SFST) Basic training by first day of enforcement of Blitz 35 (May 18, 2003);
- **No sobriety checkpoints will be conducted with Council funds until a representative from this agency has completed the Council sobriety checkpoint training dated on or after September 2002;**
- **The Department** must submit letter of support from the city or county executive (i.e., Mayor, County Commissioner, etc...);
- **The Department** must submit copy of Standard Operating Procedures for officers to work the Operation Pull Over program;
- **The Department** must submit copy of Standard Operating Procedures of enforcement of occupant protection laws;
- **The Department** must have on file current departmental salary ordinance;
- **The Department must submit Schedule A and received by 12/21/02 to your LEL.**
- **The Department** must have on file departmental overtime pay policy; and
- Only full-time officers shall be funded to work the program.

### Program Evaluation

Each department receiving grant money will be administratively evaluated utilizing the Governor's Council on Impaired & Dangerous Driving reporting forms as well as on-site monitoring. Programs will also be evaluated on the goals submitted by each department. Monitoring will be conducted by law enforcement liaisons.

Additionally, the overall success of the statewide program will be measured through the 2002-2003 crash statistics and the seat belt usage survey for Indiana. The Governor's Council on Impaired & Dangerous Driving will **maintain** communication with the grantees to guide and encourage positive results.

### Continuation and Cost Assumption

Our law enforcement agency will experience the benefits of saving lives and reducing costs within our own jurisdiction through integrated enforcement efforts. Through positive public relations, community attitudes and behavior can be modified resulting in increased occupant restraint usage and

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decreased impaired driving.

Federal grant dollars are intended to complement our enforcement efforts already established by our department. These grant monies will not supplant enforcement efforts or equipment already owned in our jurisdiction.

There is no commitment from the Governor's Council on Impaired & Dangerous Driving to fund this program in its entirety during the grant year 2002-2003.

# OPERATION PULL OVER GRANT AGREEMENT 2002-2003

## Budget Summary Sheet

DEPARTMENT: \_\_\_\_\_

COUNTY: \_\_\_\_\_

### BUDGET SUMMARY

Personal Services  
average OT rate:

\$

Blitz 33

Blitz 34

Blitz 35

Blitz 36

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Indicate below percent of effort (time) and type of enforcement per blitz:

seat belt enforcement zones	%	%	%	%
sobriety checkpoints	%	%	%	%
seat belt saturation patrols	%	%	%	%
impaired driving saturation patrols	%	%	%	%

DOES YOUR DEPARTMENT HAVE POLITICAL PERMISSION TO CONDUCT:

Sobriety Checkpoints      \_\_\_\_\_ YES      \_\_\_\_\_ NO

Seat Belt enforcement Zones      \_\_\_\_\_ YES      \_\_\_\_\_ NO

Direct Costs

(up to 10% of total budget)

Total All Categories

\$

Section below for Council use only

### BUDGET SUMMARY

A. COST CATEGORY

AMOUNT

PERSONAL SERVICES	
DIRECT COSTS	
TOTAL BUDGET REQUEST:	
B. SOURCE	
FEDERAL	
MATCH	
TOTAL PROJECT COSTS:	

**OPERATION PULL OVER GRANT AGREEMENT 2002-2003**  
**ATTACHMENT A**  
**GOALS & OBJECTIVES**

Department: \_\_\_\_\_  
County: \_\_\_\_\_ Grant : \_\_\_\_\_

The \_\_\_\_\_  
(your law enforcement agency)  
has set the following objectives in our jurisdiction that will contribute to the success of the overall statewide goals and objectives set by the State of Indiana.

The statistics were taken from department crash data from **Oct 1, 2001 through Sept 30, 2002**. We have projected the number that will occur from Oct 1, 2002 through Sept 30, 2003 as our goal.  
(Example: To decrease the total number of crashes from 600 that occurred in 2001-02 to 560 in 2002-03).

1. To decrease the number of **total crashes** from \_\_\_\_\_ that occurred in 2001-02 to \_\_\_\_\_ in 2002-03.
2. To decrease the number of **fatal crashes** from \_\_\_\_\_ that occurred in 2001-02 to \_\_\_\_\_ in 2002-03.
3. To decrease the number of **personal injury crashes** from \_\_\_\_\_ that occurred in 2001-02 to \_\_\_\_\_ in 2002-03.
4. To decrease the percentage of **total alcohol related crashes** from \_\_\_\_\_% that occurred in 2001-02 to \_\_\_\_\_% in 2002-03.
5. To decrease the percentage of **alcohol related fatal crashes** from \_\_\_\_\_% that occurred in 2001-02 to \_\_\_\_\_% in 2002-03.
6. To decrease the percentage of **alcohol related personal injury crashes** from \_\_\_\_\_ % that occurred in 2001-02 to \_\_\_\_\_% in 2002-03.
7. To increase the observational usage **rate of seatbelts** from \_\_\_\_\_% recorded in September 2002 to \_\_\_\_\_% in September 2003.
8. To increase the number of **seat belt citations** issued from \_\_\_\_\_ in 2001-02 to \_\_\_\_\_ in 2002-03.
9. To increase the number of **child restraint citations** issued from \_\_\_\_\_ in 2001-02 to \_\_\_\_\_ in 2002-03.

**Note: Attachment A will be sent to the Council with our first reporting forms which are due no later than December 21, 2002. Failure to submit the above information will result in termination from the program.**